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AMENDMENTS TO THE SPECIFICATION

Please replace the paragraphs shown below as follows:

[0006] The invention has a first aspect directed to the following shift lever assembly. The assembly includes a cross-car-beam. The assembly includes a shift lever device supported by the cross-car-beam. The assembly includes a fitting fixing the shift lever device to the cross-car-beam. The fitting includes a base for inserting the shift lever device therein. The fitting includes a first wall fixed to the cross-car-beam. The fitting includes a second wall extending from the base transversely of the first wall and fixed to the cross-car-beam.

[0013] The invention has a second aspect directed to the following shift lever assembly. The assembly includes a cross-car-beam extending in a vehicle transverse direction and including a support. The assembly includes a shift lever device fixed to the support by a fitting. The fitting includes a longitudinal wall extending in a vehicle longitudinal direction. The fitting includes a transverse wall extending in the vehicle transverse direction. The fitting includes a connecting wall interconnecting the longitudinal wall and the transverse wall. The support includes a longitudinal fitting wall opposed to the longitudinal wall. The support includes a transverse fitting wall opposed to the transverse wall. The longitudinal wall and the transverse wall are fixed to the support.

[0014] The connecting wall includes a rear wall continuous with a rear end of the longitudinal wall. The connecting wall includes a side wall continuous with an inner side end of the transverse wall in the vehicle transverse direction and being opposed to the longitudinal wall. The shift lever device includes a device body positioned in an inside enclosed by the longitudinal wall, the transverse wall, and the connecting wall. The longitudinal wall and the side wall of the connecting wall define elongated holes extending in the vehicle longitudinal direction. The device body has fitting shafts protruding therefrom in

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the vehicle transverse direction. The fitting shafts are fitted in the elongated holes, fixing the device body to the fitting.

[0019] FIG. 2 is an enlarged perspective view showing a structure in which a shift lever device is arranged in the fitting of FIG. 1.

[0028] Referring to FIG. 1, a shift lever assembly includes a cross-car-beam 10 extending in a vehicle transverse direction. The cross-car-beam includes a first support 12 and a second support 13 thereon. The shift lever assembly includes a shift lever device 27 provided to cross-car-beam 10 using a fitting 16. The fitting 16 includes a transverse wall 20 fastened with bolts to a transverse fitting wall 14 of first support 12. The fitting 16 includes a longitudinal wall 17 fastened with bolts to a longitudinal fitting wall 15 of second support 13. The shift lever device 27 includes a rod 29 vertically slidably supported by a device body 28. The shift lever device 27 includes a knob 30 at the end of rod 29.

[0029] Referring to FIG. 2 and 3, the fitting 16 includes longitudinal wall 17 extending in the vehicle longitudinal direction. The longitudinal wall 17 faces longitudinal fitting wall 15. The fitting 16 includes a rear wall 18 extending right from the end of longitudinal wall 17 closer to vehicle rear. The fitting 16 includes a side wall 19 extending right from the end of rear wall 18 closer to vehicle front. The fitting 16 includes transverse wall 20 which extends right from the end of side wall 19 closer to the vehicle front and faces a transverse fitting wall 14. The transverse wall 20 extends transversely of the longitudinal wall 17. The longitudinal wall 17, rear wall 18, side wall 19, and transverse wall 20 are integrally formed. The rear wall 18 and side wall 19 serve as a connecting wall 21 or as a base which interconnects longitudinal wall 17 and transverse wall 20 with each other.

[0030] The longitudinal wall 17 includes two bolt-holes 22 through a portion closer to the vehicle front thereof with a vertical distance therebetween. The longitudinal wall 17 includes elongated hole 23 extending in the vehicle longitudinal direction on the vehicle rear of bolt-

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hole 22. The rear wall 18 includes an opened lever hole 24 extending vertically. The shift lever device 27 has rod 29 movable within lever hole 24. The rear wall 18 includes characters P, R, N, and D at the side of lever hole 24, the characters indicating respective range positions. The side wall 19 includes elongated hole 25 which is positioned to be opposite to elongated hole 23 of longitudinal wall 17 and extended in the vehicle longitudinal direction. The transverse wall 20 includes two upper and lower bolt-holes 28 therethrough, similarly to the longitudinal wall 17.

[0031] The device body 28 of shift lever device 27 is surrounded by the connecting wall 21 (18 and 19) and longitudinal wall 17, being located inside of them 21, 17. As shown in FIG. 2, the device body 28 includes fitting shafts 31 and 32 protruding left and right in a vehicle transverse direction. The fitting shafts 31 and 32 are fitted into elongated holes 23 and 25 of longitudinal wall 17 and a side wall 19, respectively. The fitting shafts 31 and 32 have diameters larger than widths of elongated holes 23 and 25 of longitudinal wall 17 and side wall 19, with external threads formed on the circumferential surfaces thereof, respectively. With the fitting shafts 31 and 32 fitted into the elongated holes 23 and 25, the nuts 33 and 34 are screwed and fastened to fitting shafts 31 and 32, respectively. The screwing and fastening securely fixes device body 28 to fitting 16.

[0032] Referring to FIG. 4, cross-car-beam 10 fixes the fitting 16 for shift lever device 27. The cross-car-beam 10 extends in the vehicle transverse direction, with both longitudinal ends supported by a pillar portion (not shown) of a vehicle body by use of a not-shown bracket. The cross-car-beam 10 has a central portion in the vehicle transverse direction, the central portion having a rib 11 along the circumferential direction. The rib 11 has the first support 12 between the vehicle rear and the bottom end thereof. The first support 12 supports the shift lever fitting. The cross-car-beam 10 includes the second support 13 on the left of first support 12 with a predetermined distance therebetween.

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[0034] The operation of shift lever assembly will be described. FIGS. 5 and 6 are schematic views of fitting 16 and shift lever device 27 supported by fitting 16 as viewed from the top. FIG. 5 illustrates a shift lever assembly before shift lever device 27 is subjected to an excessive impact load from a driver or the like. FIG. 6 illustrates a shift lever assembly after shift lever device 27 is subjected to the excessive impact load.

[0035] As shown in FIG. 5, when an impact load F is applied to knob 80 of shift lever device 27 toward the vehicle front, impact load F is transmitted to device body 28 through rod 29. The device body 28 includes fitting shafts 31 and 32 fastened to fitting 16 by the bolts. As shown in FIG. 6, this allows movement of fitting shafts 81 and 82 toward the vehicle front within elongated holes 23 and 25 to efficiently absorb impact load F. Furthermore, as shown in FIG. 5, the impact load F is transmitted to fitting 16 to be separated into loads f1 and f2. The loads f1 and f2 are transmitted to transverse wall 20 and longitudinal wall 17, respectively. The transverse wall 20 is subject to load f1 on a plane, and longitudinal wall 17 is subject to load f2 in the shear direction.